

# STRANGLE GRIP ON MINES AND RAILROADS SECRET OF COAL BARONS' EVIL POWER

**Their Control of Coal,  
Collier to Consumer,  
Forces New Yorkers  
to Pay Extortionate  
Prices.**

By Sophie Irene Loeb.

Why should New York shiver for want of coal when nearly all it uses is produced in the adjoining State—Pennsylvania?

Why should the price of coal not be reduced away below the present figure?

What about this so-called Coal Trust in the anthracite region, from which New York City secures most of its coal?

What is there about the war business that makes your coal twice as high during the war, when you get it from the same next door State that you have been getting it from for the last seventy years?

Instead of lightless nights and coalless days, why not a larger production of coal at a lower price?

Why not break the worn-out theory that everything must be higher during the war, killy-nilly?

Why not revive the basic principles that increased production should mean decreased prices?

The basis of all industry, and consequently living itself, is coal. It is the one necessary element of life.

Why should it not be produced so plentifully and at so low a price that it could be made possible for the poorest man to count the price of his coal almost in the same category with that of water? There is very little difference in the human machinery involved to produce it.

Why is the price of coal not brought down to a much lower figure than it was before the war, for instance?

**EVILS EXIST THAT COAL BARONS MAY PROFIT.**

The Evening World bases its questions on the investigation which it has conducted and which may be briefly summed up as follows:

There is no reason for coalless days and lightless nights, except the profit of a few coal barons who control the entire output of anthracite in the United States.

The two largest coal companies are controlled by companies that own the railroads that carry the coal.

Every effort has been directed to keep out independent operators.

Mountains of culm banks have been left to accumulate for years that contain as high as 80 to 90 per cent. good coal, and which could be sold in New York for less than \$3 a ton with profit but for the drop that would come on freshly mined coal if the culm were sent broadcast.

Dividends amounting to 20 and 30 per cent. were declared by coal companies last year.

Volumes of testimony presented by the Senate investigating committee at Washington last January, and equally weighty documents presented by the Attorney General before the Supreme Court, attest the fact that there is a strangle-like grip on enormous anthracite holdings that has resulted in the high prices, a condition that has overstepped the limit of forbearance.

Enormous royalties charged to independent lease holders by coal kings have made it impossible for competition to proceed in its natural course.

The law of supply and demand has had little or no chance to function. The Evening World investigations as to ways and means by which coal could be plentiful and reduced in price point to the one of transportation. Coal could be transported to New York by waterway and thus

lower freight costs and at the same time create competition.

**THE CRIME OF THE CANAL GRAB OFFICIALLY TOLD.**

Since the war a Pennsylvania legislative commission investigated the Lehigh and Schuylkill Canals, which run along the anthracite coal regions. This commission made the following significant statement:

"Notwithstanding the tonnage transported by these canals and the fact that up until after the Civil War period satisfactory dividends were paid by both of them, and that even then they were able to compete with the railroads coming into their territory, they both early fell into the hands of competing carriers, and on July 12, 1870, the Schuylkill Navigation Company leased all of its property to the Lehigh, and whereas in 1869, a year prior to the lease, over a million tons of freight, mainly anthracite, were moved by the canal, in 1911 the total tonnage was only 72,000, all of which were anthracite coal."

"The Lehigh Coal and Navigation Company leased all its railroad property to the Central Railroad of New Jersey, giving also an option on its canal, including the Delaware Division Canal. In 1878 it returned to the Navigation Company all its properties, with the exception of the railroad, which under the Navigation Company's own management has seen traffic on the canal decline."

William A. Magee, a member of the Public Service Commission of Pennsylvania and former Mayor of Pittsburgh, testified to the maximum water cost from the mines to Philadelphia as being 70 cents a ton, the lowest railroad rate upon anthracite for prepared sizes from Philadelphia being at the same time \$1.50.

Mr. Magee further said: "The Interstate Commerce Commission, and since 1906, after the Hepburn bill was enacted in Congress, the Attorney General of the United States and the Federal Courts, have been trying to determine under the Sherman Anti-Trust Law and the commodity clause of the Hepburn act whether or not the anthracite coal business as conducted and controlled directly and indirectly by the railroads constituted a monopoly. Thousands of pages of testimony have been taken by the Interstate Commerce Commission, numerous suits have been filed in the Federal Courts and decided there, only to be upheld, upheld, or in part by the Supreme Court. The net

effect of many years of controversy and litigation has been nil.

"But the public knowledge of the relations existing among those who control the production, transportation and distribution of anthracite has been so greatly increased that there are apparently few secrets of those involved which have not been disclosed."

"Prof. Eliot Jones, formerly of Harvard University, in his exhaustive study of the subject, concludes that the quantity of coal mined in the anthracite region directly and indirectly by the railroads is about 91 per cent. of the total. Besides having subsidiary mining companies, the railroads maintain associate selling companies, and whether the anthracite coal business is a violator of the law or not, it is so thoroughly integrated, so closely held and controlled, and this control has been lodged in so few hands, that for all practical purposes it does constitute an economic monopoly."

**STATE-ENCOURAGED MONOPOLY.**

**A PENNSYLVANIA CURSE.**

"It is in this integration of the industry that the menace to the public exists. If the chain were broken at the colliery, there would be hope of alleviation. If a means were devised whereby a large number of individuals could be induced to enter the business of transporting and selling the coal, competition would ensue. Canal transportation would invite a number of persons or companies to enter and compete with each other in the business of carriage because the capital required would be moderate. The dealer in the cities in turn would not be restricted to two or three selling agencies for his supplies. The result to the consumer would naturally be fair prices, cost plus a fair profit. I am not an indiscriminating enthusiast for water competition. The superior mobility of the railroad, the greater speed, the easier terminal handling, the smaller units of transportation, make its place secure in the

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500 yards plain white Nainsook, 26 in. wide, it's a soft finished cotton material lighter in weight and more sheer and fine than long cloth.  
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modern industrial state, but there are exceptional circumstances where nature has provided not only a cheaper method of carriage but a large volume of slow, imperishable traffic as well. Where these two elements exist, as they do in both the eastern and western parts of Pennsylvania, advantage should be taken of them. And where a strong suspicion exists that monopoly is fostered by creatures of the State, that these beneficiaries of the State have become more powerful than the State itself, the situation constitutes a challenge to the State which only cowardice will ignore."

**Coal Production Shows Big Increase for Week.**

WASHINGTON, Oct. 7.—For the second time in the history of the industry, production of bituminous coal has exceeded 13,000,000 net tons in one week. The Fuel Administration announced today. During the week ended Sept. 28 the output of bituminous aggregated

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Formerly sold at \$3.25 to 5.00 a yard

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Includes both Porcelain and China Sets, at surprisingly low prices.

### American Porcelain Dinner Sets

107 pieces; colored floral spray design; formerly sold at \$19.50 a set.

at \$15.75

### English Porcelain Dinner Sets

107 pieces; colored floral border; sold subject to manufacturer's imperfections in ware; formerly \$29.50,

at \$22.50

### Limoges China Dinner Sets

Theo. Haviland; 100 pieces; colored floral spray design; formerly \$42.00,

at \$35.00

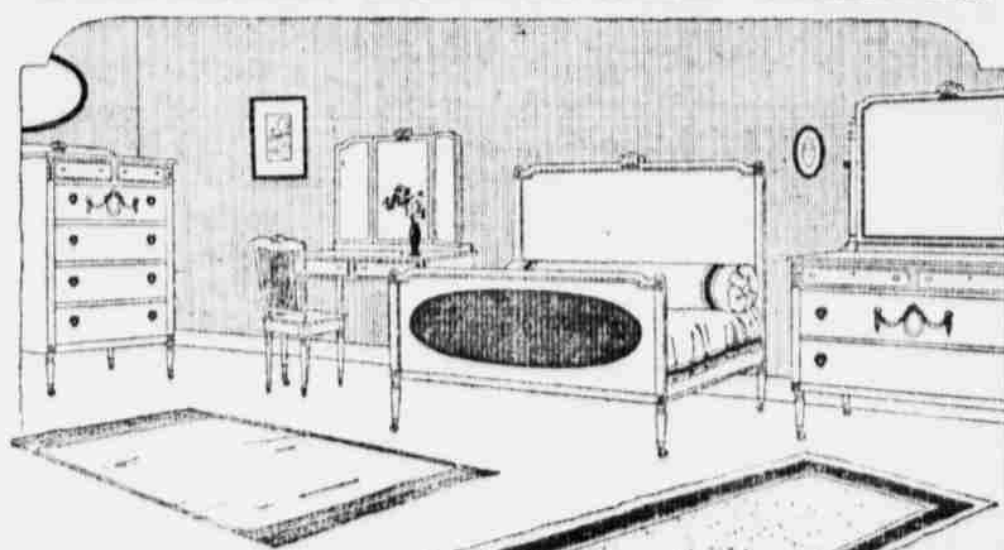
### English Porcelain Dinner Sets

Grindley's, just received; 107 pieces; new conventional border patterns; former price \$45.00 a set.

at \$39.50

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\$400.00

Bedroom Suite of American Walnut, four pieces; reduced from \$410.00 to

\$323.00

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